

August 2015

Project update for Pacific Highway upgrade through Wyong town centre

The NSW Government is providing \$1.5 million in 2015-16 to continue planning for the upgrade.

The proposed upgrade of the Pacific Highway through the Wyong town centre involves widening the highway to provide two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive at Wyong to improve traffic flow and safety.

The revised design was placed on display for community comment from Tuesday 19 May to Friday 19 June 2015. We would like to thank everyone who took the time to review the proposal and provide feedback.

Community feedback

A total of 75 submissions were received with the main issues relating to commuter car parking, property acquisition, the impact on Wyong Squash Centre, heritage, alternative designs and concerns around traffic including capacity, growth, movement and traffic lights.

We have published a community consultation report summarising the comments, responses and details relating to the display of the revised design. A copy of this report can be viewed on the Roads and Maritime website at rms.nsw.gov.au and follow the links to Central Coast road projects.

What happens next?

Feedback received during the public display is informing the concept design and specialist studies under way as part of the environmental impact assessment.

During the next phase of the project we will:

- Provide project updates via letterbox drop
- Hold community information sessions
- Provide project website updates
- Prepare and publish a final submissions report for the proposal.

Contact

If you have any questions, please call our Project Manager Pete Styles on 02 4379 7008 (during business hours) or email Central.Coast.Office@rms.nsw.gov.au. For more information on our projects, visit rms.nsw.gov.au



Pacific Highway upgrade through Wyong town centre

Revised design

In July 2013 Roads and Maritime Services displayed the preferred option for the future upgrade of the Pacific Highway through the Wyong town centre to provide two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive.

This community update provides information about the changes to the design which were required to preserve a wider rail corridor for the future.

Background

The Pacific Highway through Wyong is currently a single lane in each direction. Previous studies and community consultation carried out by Roads and Maritime has determined any future upgrade would be along the route of the existing Pacific Highway.

In refining the design considerable changes have been made as a result of technical studies and allowing for future expansion of the rail line, if demand requires. Comments received during the display in July 2013 have also been considered in refining the design. The revised design presents an integrated transport solution to benefit the wider Wyong community.

The NSW Government has allocated \$3 million this financial year to allow planning for the upgrade to continue.

Features and benefits

- Provides two through lanes in each direction.
- Integrates the rail interchange with bus services, taxi services, disabled and short term parking as a whole of transport solution. The township would have direct entry from the highway to the overhead walkway above Wyong railway station.
- All long term commuter parking spaces relocated to the east of the railway station, in a purpose built facility.
- Provides as much on-street parking as possible on the western side of the highway for businesses through Wyong town centre and some on-street parking on the eastern side of the highway.
- Upgrades the existing intersection at Church Street and provides new signalised intersections at Rose Street (railway overbridge), Anzac Avenue, North Road and Cutler Drive to improve access for vehicles entering or exiting the highway and improve safety for pedestrians crossing the highway.
- Provides for the upgrade and replacement of the Rose Street rail bridge, improving access to the Baker Park precinct.
- Improves pedestrian access across the highway by the partial closure of Bakers Lane.
- Provides an off-road shared pathway through the town centre along the eastern side of the highway connecting to the existing cycleway on Tuggerah Straight.
- Relocates and retains most of the existing palm trees.
- Replaces the existing Wyong River road bridge with two new road bridges offering greater flood immunity and improved overhead clearance heights for River Road and South Tacoma Road.
- Provides a roundabout on the Pacific Highway at McPherson Road which allows access in all directions.

Heritage impacts

The anticipated future passenger and freight rail requirements and the road widening can no longer allow for preservation of the Station Master's Cottage and Warner Shops.

Roads and Maritime will assess the impact of removing the heritage properties and possible mitigation measures during the environmental assessment.

Commuter parking

About 320 commuter parking spaces are impacted by the revised road upgrade and the wider rail corridor plans. All commuter parking would be shifted east of the railway station into a purpose built, multi storey facility.

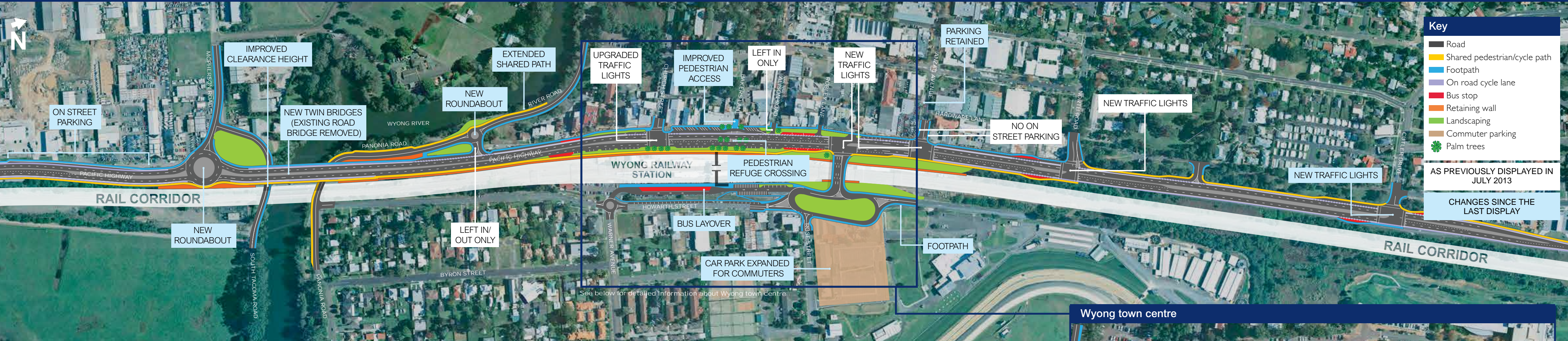
It is proposed to build an additional level over the lower part of the current Rose Street rail commuter park. The existing upper level would also be extended through to Howarth Street.

The car park would be built in the early stages of the project to allow for the relocation of all commuter parking during construction of the Pacific Highway.



Preliminary artist's impression of Wyong town centre at the new pedestrian bridge

Pacific Highway upgrade through Wyong town centre revised design



Changes since the last display

The rail corridor has been widened into the existing bus interchange to preserve land for anticipated future passenger and freight requirements. This has required changes to the road design, particularly in the railway station precinct:

- The Warner Shops and Station Master's Cottage would not be retained. See heritage impacts section in this update.
- The previously proposed bus lanes have been removed including the underpass at Rose Street. The existing bus facilities would be replaced with bus stops on the Pacific Highway and a bus layover area east of the railway station. This change lessens the impact within the rail corridor, allowing for potential upgrades in the future.
- All commuter parking spaces would be relocated to the east of the railway station.

Other changes to the design:

- The upgrade has been extended to include the intersection of Cutler Drive following the relocation of primary schools in the area.
- The Anzac Avenue intersection arrangement has changed as a result of community feedback. Anzac Avenue would now be a single lane entry from the Pacific Highway, with some potential for westbound on-street parking in Anzac Avenue to be retained. Parking would still be removed eastbound between Hely Street and the highway.
- The existing Wyong River road bridge would be demolished and replaced with new twin road bridges at a higher level to ensure flood impacts are mitigated.

Whole of transport solution

Rail

The proposed road upgrade presents an integrated transport solution which allows for future expansion of the rail line if demand requires.

Bus

The future operational needs of buses have been reconsidered in the revised design. Bus stops would be provided on the Pacific Highway near Alison Road in both directions. Facilities for a bus layover would be relocated east of the railway station off Howarth Street.

Taxi and disability parking

The existing provisions for taxi services and disability parking at the railway station would be relocated east of the station. They would remain close to the lifts and stairs.

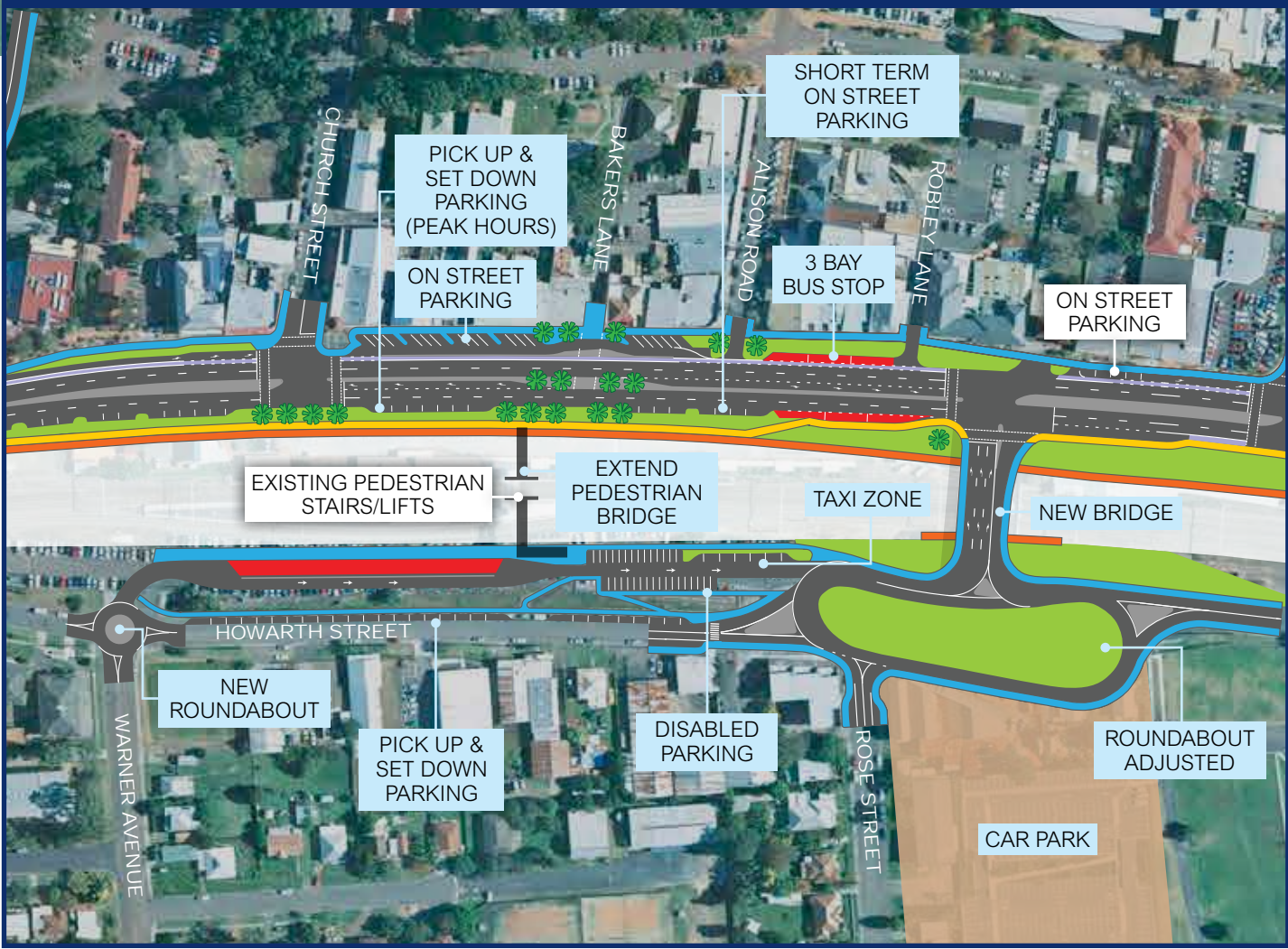
Short term parking

Existing short term parking at Wyong railway station would be relocated east of the station to Howarth Street, between Warner Avenue and Rose Street. The parking on the west side of Howarth Street would be dedicated to passenger pick up and set down.

West of the railway station on the Pacific Highway, pick up and set down facilities would only be provided during peak times to promote convenient visitor parking on the highway.



Wyong town centre



Involving the community and stakeholders

Roads and Maritime is working with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

Next steps

Stakeholders and the community are invited to comment on the revised design by **19 June 2015**.

Roads and Maritime will consider the feedback received when finalising the concept design and preparing the review of environmental factors, which will be displayed for community comment later in 2015.

Community information sessions will be held during the review of environmental factors display period.

There is no timeframe for construction at this time.

Please send us your feedback by:

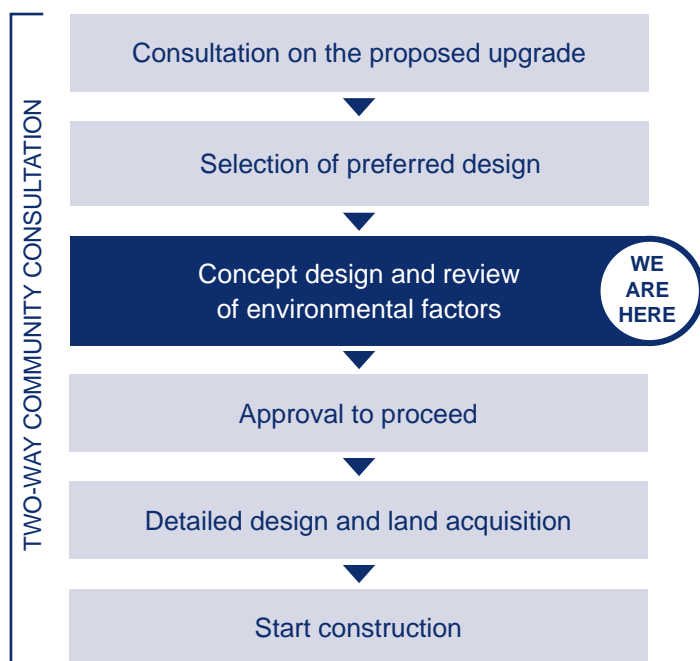
Phoning: Pete Styles, Project Manager,
on (02) 4379 7008 (during business hours)

Emailing: Central.Coast.Office@rms.nsw.gov.au

Writing to: Roads and Maritime Services
Central Coast Office
Locked Bag 2030
Newcastle 2300

Comments on the revised design are invited by **19 June 2015**.

Information is also available on the website at rms.nsw.gov.au



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Pacific Highway upgrade at Wyong



Transport
Roads & Maritime
Services

DECEMBER 2014

Project update – December 2014

The NSW Government has provided \$3 million in 2014-15 to continue planning for the future upgrade.

Roads and Maritime Services is continuing planning for the future upgrade of the Pacific Highway through Wyong town centre.

The Pacific Highway through Wyong is currently a single lane in each direction. Previous studies and community consultation determined any future upgrade would be along the route of the existing Pacific Highway.

The revised design for the proposed upgrade was displayed for community comment in 2013. The preferred option through the Wyong town centre provided two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive at Wyong.

We are currently preparing the concept design and review of environmental factors to display for community and stakeholder feedback in 2015.

Planning activities under way include:

- Engagement with key stakeholders
- Technical studies
- Traffic modelling
- Geotechnical investigations
- Design refinements.

We are committed to working with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade. There is no timeframe for construction at this time.

For further information please contact the project manager, Pete Styles, on 02 4379 7008 during business hours.

www.rms.nsw.gov.au

For information on scheduled road work, visit www.livetraffic.com
or outside business hours call the Transport Management Centre on **132 701**

RMS 14.546

JULY 2013



Pacific Highway through Wyong Planning Study Revised option

In November 2011 Roads and Maritime Services (RMS) displayed a revised option for a future upgrade of the Pacific Highway at Wyong for community and stakeholder comment. RMS has altered the proposal after taking into consideration comments received during the display period. RMS will now move from the planning study phase of investigations into concept design involving specialists from many areas to further refine and improve the proposal.

Background

The Pacific Highway through Wyong is currently a single lane in each direction. Roads and Traffic Authority (RTA) and RMS studies and displays resulted in an outcome of any future upgrade being along the route of the existing Pacific Highway. This was confirmed in March 2013 by the Minister for Roads and Ports following an independent review by Evans & Peck.

RMS reviewed the option displayed in November 2011 and took into account comments received from the community where possible.

This display builds on previous displays and seeks further community input in order to finalise strategic planning and proceed into the design phase.

What has happened since November 2011?

Independent evaluation of project options

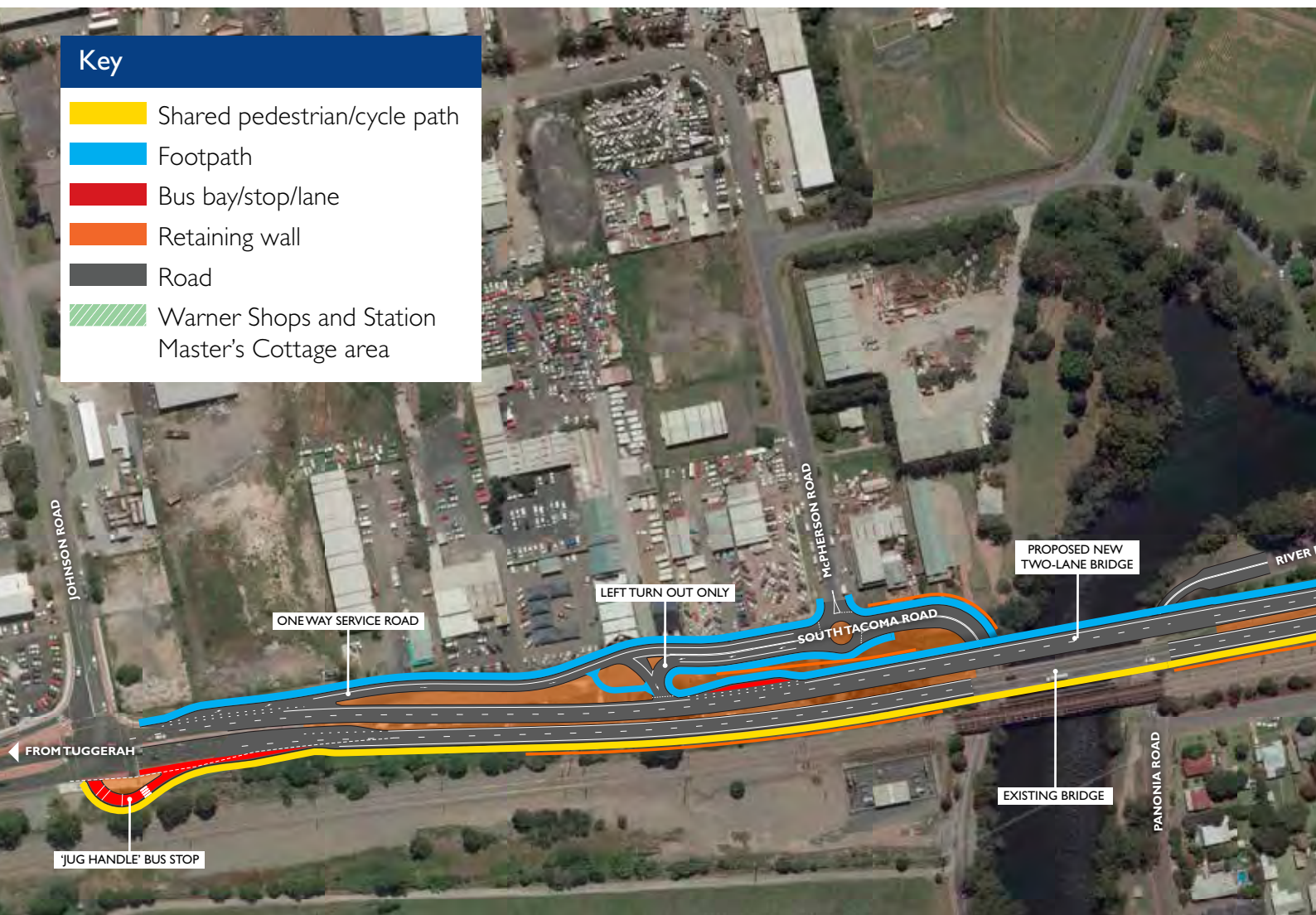
Evans & Peck Pty Ltd was appointed to carry out an independent evaluation for the Office of the Minister for Roads and Ports. The evaluation was guided by the terms of reference which were endorsed by the Minister. The draft report was available for comment direct to Evans & Peck in late 2012.

Evans & Peck collated all submissions received and delivered them directly to the Minister for Roads and Ports. The final Evans & Peck independent evaluation report along with the submissions were considered by the Minister in confirming the way forward for the future upgrade of the Pacific Highway at Wyong. A total of 49 submissions were received, 40 of which outlined concerns with an eastern corridor option and supported a through town, widened carriageway proposal. The report and comments submitted are available on the RMS website.

In March 2013, after considering the independent review and the submissions received, the Minister for Roads and Ports announced that any future upgrade of the Pacific Highway would be along the existing highway alignment, through the township of Wyong.

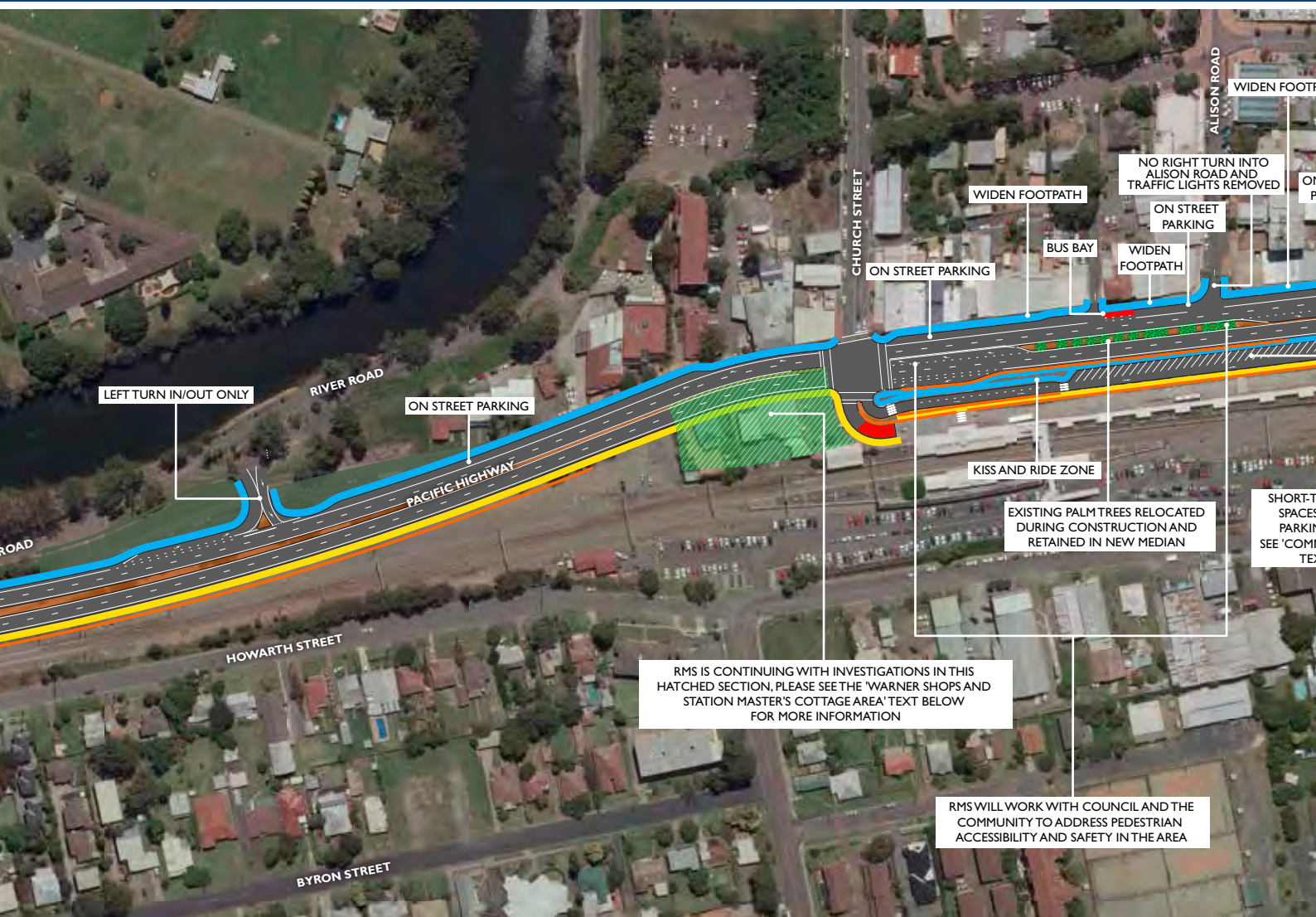
The next steps as outlined by the Minister were for RMS to consider feedback and issues raised by the community to refine and improve the through town proposal.

Pacific Highway through Wyong Planning Study



Features and benefits of displayed option

- Provides two through lanes in each direction.
- Retains much of the on-street parking on the western side of the highway between Church Street and North Road.
- Integrates with the bus-rail interchange. All day parking spaces for commuters would be relocated and the short term parking reconfigured.
- Pedestrian crossings across the Pacific Highway between Church Street and North Road. Crossings would be located at Church Street, Rose Street (railway overbridge), Anzac Avenue and North Road. A pedestrian facility near Alison Road will be considered in the next phase of planning.
- Improves Wyong township access by upgrading key intersections with the Pacific Highway at Church Street, Rose Street, Anzac Avenue and North Road.
- Configures Anzac Avenue as the main entry and exit to the town centre on the western side of the highway.
- Provides an off-road shared pathway through the town centre along the eastern side of the highway that connects to the existing cycleway on Tuggerah Straight.
- Retains many of the existing palm trees.
- Retains the right turn into Church Street.



What has changed since the last display

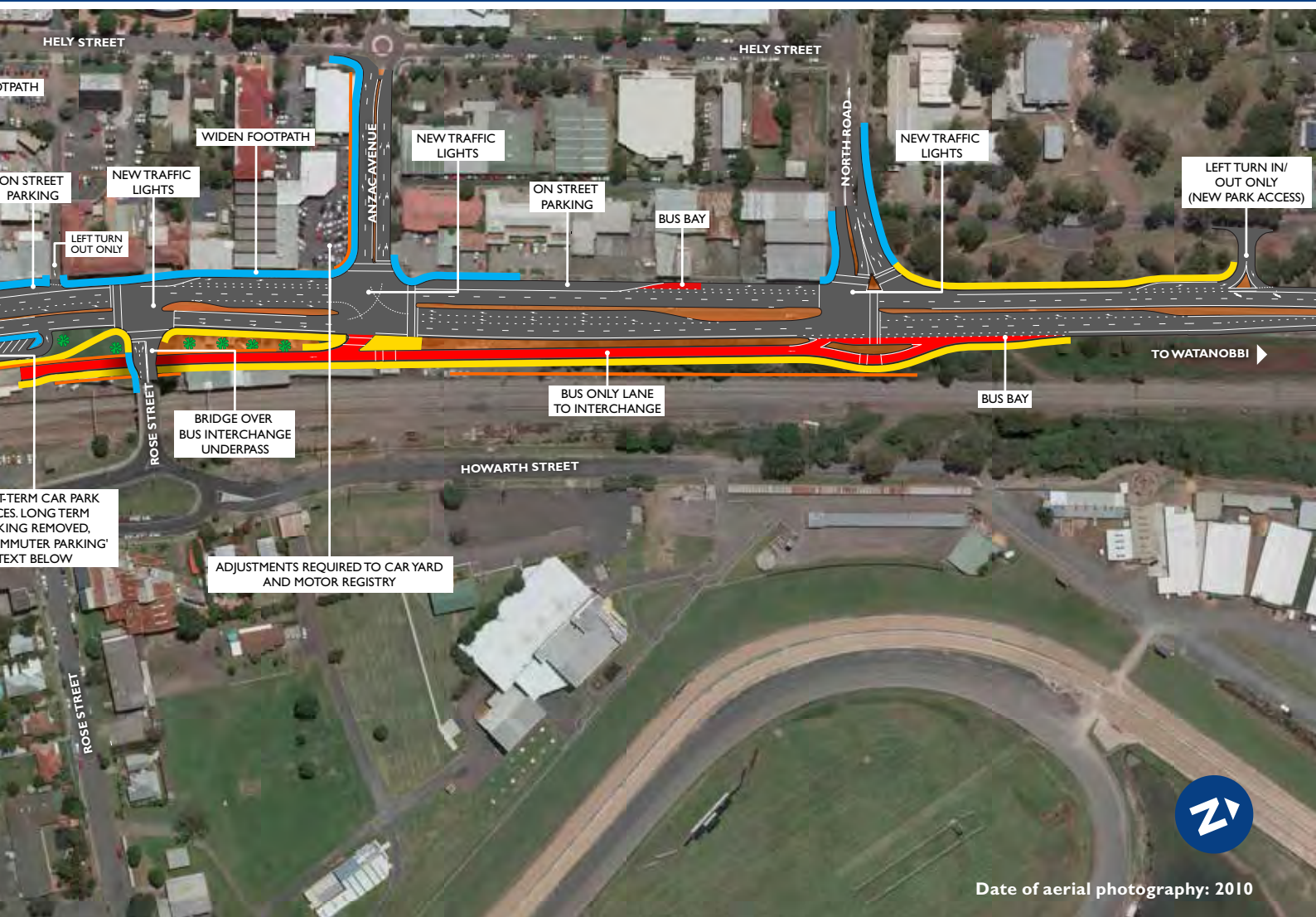
Based on community stakeholder consultation improvements that have been investigated include:

- The Wyong town centre palm trees could remain in their current location and this area would become a new median dividing the northbound and southbound lanes (the palm trees may need to be removed during the construction period and re-instated after works have been completed).
- The transport interchange arrangement has been altered to improve safety by separating out bus, taxi and general road transport areas. This has led to a more efficient arrangement for general traffic entering the interchange area.

- Greater bus provisions have been provided in the scheme to allow patrons to utilise the bus services of the town centre and surrounding areas with increased efficiency.

Commuter parking

As part of the proposal approximately 116 long term car parks will need to be removed from the commuter car park on the western side of the transport interchange. RMS together with Transport for NSW will be working towards replacing these car spaces on the eastern side of the transport interchange, and several options are currently being investigated.



Date of aerial photography: 2010

Warner Shops and Station Master's Cottage Area

RMS has carried out investigations on many aspects of the Warner Shops and Station Master's Cottage area including:

- Heritage assessment and statement of impact
- Structural relocation assessments
- Building façade surveys
- Utility detection
- Preliminary geotechnical investigations

RMS recognises that any upgrade of the Pacific Highway through the town centre needs to fit in with the existing built environment, infrastructure and themes of the town, and this includes the precinct around the Warner Shops and Station Master's Cottage.

To ensure a good outcome for the community, RMS plans to develop the proposal in close collaboration with heritage experts, urban and landscape design consultants, property owners and Council. For this reason the detail around these buildings has not been presented at this stage.

Detailed and comprehensive analysis will continue during the concept design phase to ensure that the highway upgrade contributes to Wyong town centre functioning as a vibrant, attractive and liveable place.

What happens next?



TWO-WAY COMMUNITY CONSULTATION

Where to from here?

At this time planning for the proposal is the primary task and moving forward RMS will:

- Finalise the strategic design following consideration of comments received.
- Work with Council and the local community to address pedestrian safety and accessibility in the area.
- Investigate the best outcome for relocation or adjustments to the heritage buildings in the Station precinct.
- Undertake additional detailed survey and geotechnical investigations along the Pacific Highway to progress to concept design.
- Continue to investigate boundaries along the entire alignment for planning purposes and to inform landowners.
- Commence concept design and environmental impact assessment (REF).

- Investigate constructability constraints.
- Engage with the community through the RMS website to keep everyone informed of progress.
- Display the REF for comment prior to finalising the design.

Further information

For more information or to comment on the proposal, please contact the project team:

T (02) 4379 7001 (during business hours)

E Central.Coast.Office@rms.nsw.gov.au

**RMS Central Coast Office,
Upper Level, The Pavilion,
29-37 George Street (PO Box 766)
Woy Woy NSW 2256**

Information is also available on the RMS website at: **www.rms.nsw.gov.au**

Further copies of this community update are available at the RMS Central Coast Office, The Pavilion Building, Upper Level, 29 George Street, Woy Woy. 9.00am to 4.30pm Monday to Friday.

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Duncan Gay MLC

Minister for Roads and Ports

Deputy Leader of the Government
Legislative Council

MEDIA RELEASE

EMBARGOED TO 5AM Friday 22 March 2013

GETTING ON WITH THE JOB: NEXT STEP IN PACIFIC HIGHWAY UPGRADE AT WYONG

The NSW Government has confirmed the new town route for the Pacific Highway at Wyong.

Minister for Roads and Ports Duncan Gay said the Government had been investigating options in order to identify the preferred route for the future upgrade of the Pacific Highway at Wyong.

“Early last year, I announced an independent evaluation would be undertaken to review work carried out by RMS to date,” Mr Gay said.

“The independent review of future options for the Pacific highway at Wyong was completed late last year and I carefully considered the findings and the public submissions made.

“I can confirm that a future upgrade of the Pacific Highway will be along the existing highway alignment through the township.

“I have now asked RMS to take into account feedback received from the community and issues raised in the independent evaluation to refine and improve the proposal displayed in 2011.

“The updated proposal will be displayed to the community in mid-2013,” Mr Gay said.

The member for Wyong Darren Webber said the completion of the independent study delivers on a key election commitment by the Liberals & Nationals.

“With the exception of the Wyong Road upgrades, the Pacific HWY through Wyong CBD is the most important road project in the Wyong electorate.

“The Minister and I understand the need to deliver this upgrade. That is why we are ensuring due diligence in the planning stages so we get the right outcome for long suffering motorists.

I will continue to work with the community to ensure the best possible outcome for motorists, pedestrians, cyclists and business owners and operators,” Mr Webber said.

Media: Darren Webber 0411 130 371



The Hon Duncan Gay MLC

Minister for Roads and Ports

Deputy Leader of the Government
Legislative Council

MEDIA RELEASE

31 January 2012

INDEPENDENT EVALUATION FOR WYONG TOWN CENTRE OPTIONS

NSW Roads and Ports Minister Duncan Gay has announced a review of cost estimates of all through-town and bypass options for the future upgrade of the Pacific Highway at Wyong will soon be carried out.

"The independent evaluation is in response to community concerns about the revised preferred option," Mr Gay said.

Mr Gay made the announcement after meeting the Local Member Darren Webber and community representatives.

"Darren Webber has been a strong local advocate and his constant lobbying on behalf of his community is why I have asked for an independent review," Mr Gay said.

"Part of the evaluation will be a full costing of all through-town and bypass options including a tunnel and land bridge displayed in 2008 in addition to the widening proposal displayed in November 2011.

"The NSW Government has provided \$500,000 this financial year to allow Roads and Maritime Services to continue planning for the upgrade of the Pacific Highway through Wyong.

"It's important to get the planning for this project right, to give the community some certainty about the future of the highway and to allow Wyong township to develop to its full potential.

Mr Webber said the independent evaluation is the fulfilment of an election commitment.

"The community will be kept informed about the progress of the independent evaluation," Mr Webber said.

"I thank everyone for sending in their comments on the revised preferred option, which will help in determining the best solution for the future of the Pacific Highway through Wyong," Mr Gay said.

Media: Lance Northey 0467 743 192



November 2011

Dear community member,

Wyong Town Centre Planning Study – Community Consultation Strategy

On 1 November 2011 a new organisation called Roads and Maritime Services was formed to replace the Roads and Traffic Authority and NSW Maritime. Roads and Maritime Services will focus solely on delivering quality services to the customer.

Previous consultation was undertaken with the community in 2008 seeking feedback on the preferred option for the Pacific Highway through Wyong.

As a result of that feedback, Roads and Maritime Services has conducted extensive additional work, including business impact and shopper surveys, field studies including traffic surveys and modelling, bridge and drainage inspections, boreholes to test the soil, and heritage surveys. Reports are available on the project web page.

Your comment is invited

We recognise that input from the community is important to finalise the preferred option. Interested parties should indicate their ideas and issues on the options presented.

For more information on the revised preferred option please see the project website www.rms.nsw.gov.au or the attached community update (November 2011) which also details options for the Pacific Highway and Church Street intersection.

Roads and Maritime Services staff will be available to discuss the options at the below location:

- Shop, 1 Alison Road, Wyong
Between the hours of 11am to 3pm, Tuesday 29 November, 2011 and
4:30pm to 8:30pm Thursday 1 December, 2011.

Drop in anytime (no appointment is necessary).

Finalising the preferred option completes investigations to inform future planning and development of the Wyong Town Centre.

Yours faithfully,

Glenn Weymer

Central Coast Manager
Roads and Maritime Services

Roads & Maritime Services

Level 1, The Pavilion, 29-37 George Street Woy Woy 2256 | PO Box 766 Woy Woy 2256

T 02 4379 7001 (during business hours) | F 02 4379 7032 | E Central_Coast_Office@rta.nsw.gov.au

www.rms.nsw.gov.au

Community Update



Transport
Roads & Maritime
Services

NOVEMBER 2011



Pacific Highway, Wyong, planning study, revised preferred option

Following community consultation in 2008, Roads and Maritime Services (RMS) has considered comments received and undertaken additional studies to revise the option for the future upgrade of the Pacific Highway through Wyong. Finalising the preferred option completes investigations to inform future planning and development of the Wyong town centre.

Your comment is invited

The overall preferred option using the central corridor has been adopted. Two options for access to Church Street have been developed and we are now seeking your comments.

Background

The Pacific Highway through Wyong is currently a single lane in each direction. In 2006 the RTA displayed eastern and central corridor options. The majority of respondents agreed that the eastern or western corridors had unacceptable impacts and should not be further examined. The RTA concluded that the preferred corridor is the central corridor, through the township of Wyong.

In 2008 the RTA displayed an *Options Study Report* showing a number of options for the central corridor. This included widening the existing carriageway, a tunnel, a land bridge, an alignment using Howarth Street, and a split level carriageway. This study concluded that widening the existing carriageway provided the most benefits and had the least overall impacts for the community. The report described a layout for the section of the highway through Wyong from Johnson Road, Tuggerah to North Road, Wyong. Community feedback was then sought on this preferred option in 2008.

Further refinements have been made to address issues arising from RMS reviews as well as community and other stakeholder feedback.

What has changed since the last display in 2008?

The community input in 2008 called for better traffic access to and from the eastern side of the rail line. This required a significant redesign. Traffic lights would now allow for all turn movements at the intersection of Rose Street and the Pacific Highway, however this would require the right turn bay previously proposed for Alison Road to be removed.

Accordingly a new right turn bay at Church Street for southbound traffic would be required. The extra width required for the right turn bay would have greater impacts on the Warner shops building and potentially the station masters cottage. The exit from the commuter car park and transport interchange would become one way out only. These changes are necessary due to the revised layout of the preferred option requiring additional width.

View a display

A larger panel showing the two intersection treatments is on display at the locations listed below until **Monday 23 January 2012**.

- Wyong Motor Registry.
- RMS Central Coast Office, Woy Woy.

Identifying a preferred option completes investigations and provides a basis for future planning and development of the Wyong town centre.

Features and benefits of the revised preferred option

See drawing below:

- Two through lanes in each direction.
- Retains most on-road parking in the town centre generally on the western side of the highway between Church Street and North Road.
- Integrates with the bus/rail interchange. Parking spaces for commuters would be relocated and the short term parking reconfigured.
- Provides pedestrian crossings across the Pacific Highway between Church Street and North Road. Crossings would be located at Church Street, Alison Road, Rose Street (railway overbridge), Anzac Avenue and North Road.
- Improves Wyong township access by upgrading key intersections with the Pacific Highway of Church Street, Anzac Avenue and North Road.
- Provides significant improvement to access to and from the highway at Rose Street (railway overbridge) for areas east of the railway line.
- Configures Anzac Avenue as the main entry and exit to the town centre on the western side of the highway.

- Has an off-road cycleway/shared pathway through the town centre along the eastern side of the highway.
- Provides for palm trees in the future town centre design.
- Incorporates the Wyong heritage theme into the future town centre design.



Project reports

A number of further investigations were undertaken to assist in the refinement of the preferred option.

The following revised and updated reports are available on the project website or can be viewed at the Central Coast Office, in Woy Woy (during business hours).

(Left) Warner Shops.

(Below) Station Master's cottage



- **Heritage Assessment and Statement of Heritage Impact**
A heritage study was undertaken to assess the extent of the impact that widening the carriageway would have. The Heritage Assessment and Statement of Impact concluded that the partial demolition of the Warner Shops and relocation of the station masters cottage within the site 'would be an acceptable impact that does not result in a reduction of the assessed local significance of the place.' As part of further work we will investigate relocating of the Station Master's cottage back further into the existing property should it be required.
- **Business Impact Assessment**
An updated Business Impact Assessment was undertaken to review changes in business activity, shopping behaviour and parking since the 2007 study, and to consider the current preferred option. Another shopper survey was conducted as part of the updated study.
- **Urban Design Report**
To ensure the proposed road upgrade integrates with the town centre the previous Urban Design Report was updated. The updated report focuses on the preferred option with respect to a Landscape Character Assessment and Visual Impact Assessment and a Structure Plan of treatments, features and opportunities to be incorporated into the design.

Parking

The proposal would affect parking at the existing commuter car park on the western side of the railway line, and would instead create short-term parking for local business users at this location.

The existing car parking on the western side of the railway line includes 125 on-road highway spaces, 42 short-term spaces and 128 long-term spaces. This would be replaced on the western side of the Main Northern Rail Line by one of the following:

- **Option 1** provides approximately 37 on-road spaces, 41 short-term spaces and no long-term parking.
- **Option 2** provides approximately 55 on-road spaces, 39 short-term spaces and no long-term parking.

The actual number of provided parking spaces will be advised when design progresses on the adopted option.

Parking spaces for the disabled in the existing commuter car park next to station lifts would be retained and a commuter car parking facility with 211 spaces has now been constructed on the eastern side of the Main Northern Rail line in Rose Street.

- KEY
- New road pavement
 - Bridge
 - On-street parking
 - Short term parking
 - Median
 - Retaining wall
 - Shared pedestrian/cycle path
 - New footpath
 - Stairs
 - Bus Bay
 - Landscaping

As previously displayed in 2008

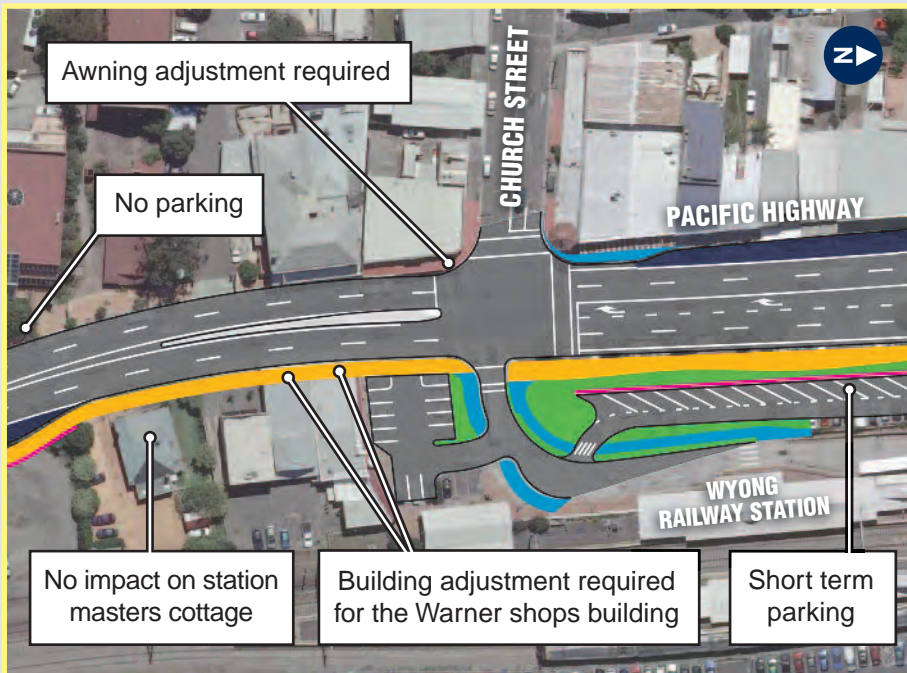
Modified since the previous display in 2008

Wyong town centre – Revised preferred option



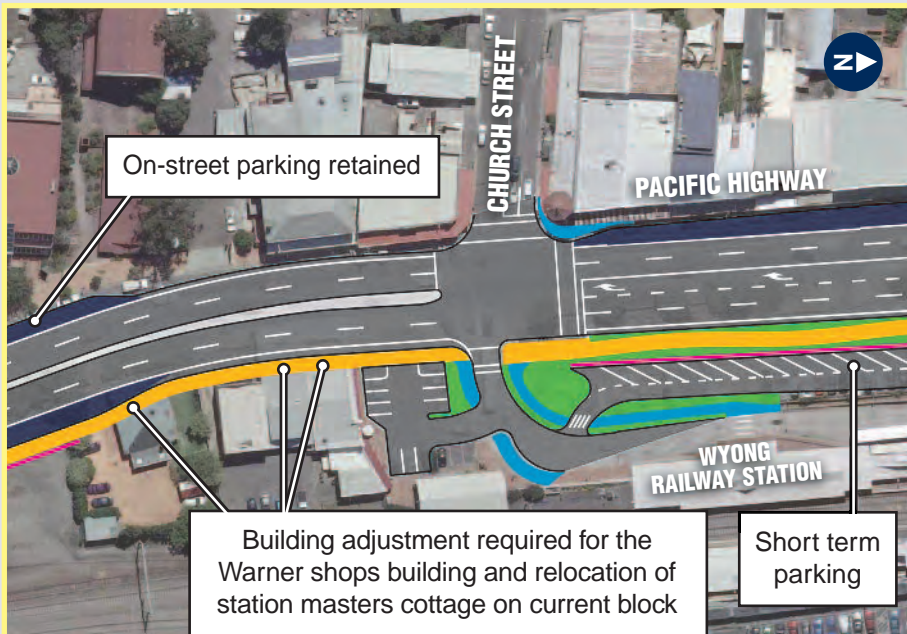
Roads and Maritime Services (RMS) has identified two alternative options, with varying benefits and impacts, at the Church Street intersection.

Church Street intersection – Option 1



- Does not impact the Station Master's cottage.
- Demolishes about 3 metres of Warner shop building and reconstruction of façade on new building line (moderate impact on building).
- Removes existing on-road parking on western side of highway south of Church Street.
- Removes some parking spaces on western side of highway north of Church Street.
- No provision for on-road cycle lanes.
- Encroaches into some property frontages along western side of highway south of Church Street.
- Provides good traffic access to Wyong town centre.

Church Street intersection – Option 2



- Requires the relocation of Station Master's cottage if feasible.
- Demolishes about 7 metres of Warner shop building and reconstruction of façade on new building line (high impact on building) which has heritage significance.
- Retains existing on-road parking on western side of highway south of Church Street.
- Provides on-road cycle lanes south of Church Street.
- Provides good traffic access to Wyong town centre.

Another option was investigated to reduce the impact on the Warner shop building, involving the removal of the right-hand turn into Church Street and removal of parking on the western side of the Pacific Highway south of Church Street. The awning of the Warner Shop building did require minor adjustment in this option similar to the option displayed in 2008. If this right-hand turn into Church Street was allowed with no right turn bay and in combination with the additional traffic lights at Rose Street, traffic flow would be significantly impacted and accessibility to the township from the north would be compromised. This was considered unacceptable by the project team and was assessed as not viable.

How we will consult with the community

We would like to involve the community in a number of ways:

Displays – panels showing plans and text descriptions will be displayed in locations that are accessible to the local community.

Community updates – to inform the community and other stakeholders with information about the project and lists staffed display times and locations. Community updates will be delivered to letterboxes within the study.

Staffed displays – project staff will be available to discuss the options.

Drop in anytime (no appointment is necessary) at **1 Alison Road, Wyong**, between the hours of:

11am to 3pm, Tuesday 29 November, 2011

4:30pm to 8:30pm Thursday 1 December, 2011.

Have Your Say forms attached to this community update – to provide feedback on the Church Street options.

Project website updates – updates about the project will be posted on the RMS website.

Relevant documents can be found on the website (www.rms.nsw.gov.au).

E-mail communications – the project team will respond to requests for information that are received by email to central_coast_office@rta.nsw.gov.au.

Mailing lists will be updated for those wishing to be kept informed on the status of the project.

Have your say

We are working with stakeholders to improve the proposal and minimise future impacts on the community. Your comments on the intersection options at Church Street would be appreciated.

Please complete the tear-off response form and return it by **Monday 23 January 2012** (no postage stamp is required).

Alternatively you can contact the project team, (see below).

Roads and Maritime Services

Privacy: Roads and Maritime Services ("RMS") is subject to the *Privacy and Personal Information Act 1998* ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at Central Coast Office, Upper Level, The Pavilion Building, 29-37 George Street, Woy Woy, NSW, 2256. You have the right to access and correct the information if you believe that it is incorrect.

For further information on the Pacific Highway, Wyong planning study, revised preferred option, or any of our Central Coast road projects please visit www.rms.nsw.gov.au or contact the Central Coast Office:

(02) 4379 7001 (during business hours) | Central_Coast_Office@rta.nsw.gov.au

RMS Central Coast Office, Upper Level, The Pavilion, 29-37 George Street (PO Box 766) Woy Woy 2256

How the options were assessed

The table below provides a summary of how the options compared. More information is in the *Options Investigation Report* (see below).

Factor	Tunnel	Land bridge	Howarth Street	Widen the carriageway	Split level carriageway
Retail trade	●	●	●	■	▲
Heritage items	■	●	■	■	●
Provides road capacity for through traffic	■	■	■	■	■
Provides local traffic access, onto and off side roads	●	▲	●	■	■
Pedestrian access connecting the station to the shops	■	■	▲	■	■
Car parking in the town centre	■	●	▲	▲	●
Ease of construction	●	●	●	▲	▲
Estimated cost (\$2008)	●	▲	●	■	▲
	(\$400 million+)	(\$200 – 250 million)	(\$300 million)	(\$150 – 200 million)	(\$200 – 250 million)

Legend: ■ Less impact/performs better ▲ mid range performance or medium impact ● more impact/performs worse
Note: Comparisons indicated on this table are relative and not absolute. These cost estimates contain contingencies.

Visit a display

The preferred option on display until Friday 5 September 2008 at the following locations:

- Wyong Motor Registry
Corner Anzac Avenue and Hely Street, Wyong
Monday to Friday from 8.30am to 5pm,
Saturday from 8.30am to noon.
- Wyong Shire Council Civic Centre, 16 Hely Street, Wyong
Monday to Friday 9am to 5pm.
- Toukley Motor Registry, 325 Main Road, Toukley
Monday to Friday 9am to 5pm.
- RTA Central Coast Office
The Pavilion, Upper Level 29 George Street, Woy Woy
Monday to Friday from 9am to 4.30pm.

Staffed information day

Visit the community information day at any time on Thursday 21 August 2008 from 10am to 8pm at the Oasis Youth Centre on the corner of Hely Street and Anzac Avenue, Wyong to discuss the project with staff from the RTA and submit your comments.

Have your say

If you would like to comment on the preferred option or would like further information please contact the RTA Central Coast Office:

4379 7001 (during business hours) | Central_Coast_Office@rta.nsw.gov.au
RTA Central Coast Office, Upper Level, The Pavilion, 29-37 George Street (PO Box 766) Woy Woy 2256 RTA/Pub.08.2245

Further information

More information is contained in the *Wyang Options Investigations Report, 2008*.

The RTA has also developed a drive through simulation of the preferred option and 3D perspectives of the options. This information is on the RTA website at www.rta.nsw.gov.au/centralcoast.



Privacy

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Community Update



JULY 2008



Pacific Highway, Wyang, Preferred option

The Roads and Traffic Authority (RTA) has completed a study of options for the future upgrade of the Pacific Highway at Wyang. Following investigations and community consultation the RTA has identified ‘widening the existing carriageway’ as the preferred highway upgrade option.

The Pacific Highway through Wyang is currently a single lane in each direction. The RTA undertook a corridor study to establish a preferred corridor for the future location of the Pacific Highway through Wyang to inform planning and development of Wyang town centre.

Involving the community

In 2006 the RTA displayed western, eastern and central corridor options for community feedback. The community was invited to indicate a preferred corridor and/or a preferred option for the central corridor:

From the 196 written submissions received the key issues raised were in relation to:

- Addressing traffic volumes.
- Parking for commuters and retail.
- Improving pedestrian access.
- Urban design and local businesses.

The majority of respondents agreed that the eastern or western corridors had unacceptable impacts and as such should not be further examined. The RTA has concluded that the preferred corridor is the central corridor, through the township of Wyang.

Options investigation

Of the four options displayed for the central corridor, the community expressed preference for ‘widening the existing carriageway’ or a ‘split level carriageway’. The community also

suggested that other options be considered by the RTA. The following options were therefore investigated:

- A tunnel.
- A land bridge (replacing the transport interchange).
- An alignment utilising Howarth Street.
- A widened highway (previously displayed option 2).
- A split level carriageway (previously displayed option 3).

The factors used to compare the alignment options included:

- Potential loss of business/retail trade.
- Impact on the heritage buildings.
- Ability to meet future traffic volumes.
- Affects on local traffic movement within the town centre itself.
- Ability for pedestrians to move around the town centre.
- Loss of parking spaces.
- Road geometry and how the works could be constructed.
- Estimated costs.

The reasons why widening the existing carriageway is now the preferred option are summarised on the comparison table overleaf.

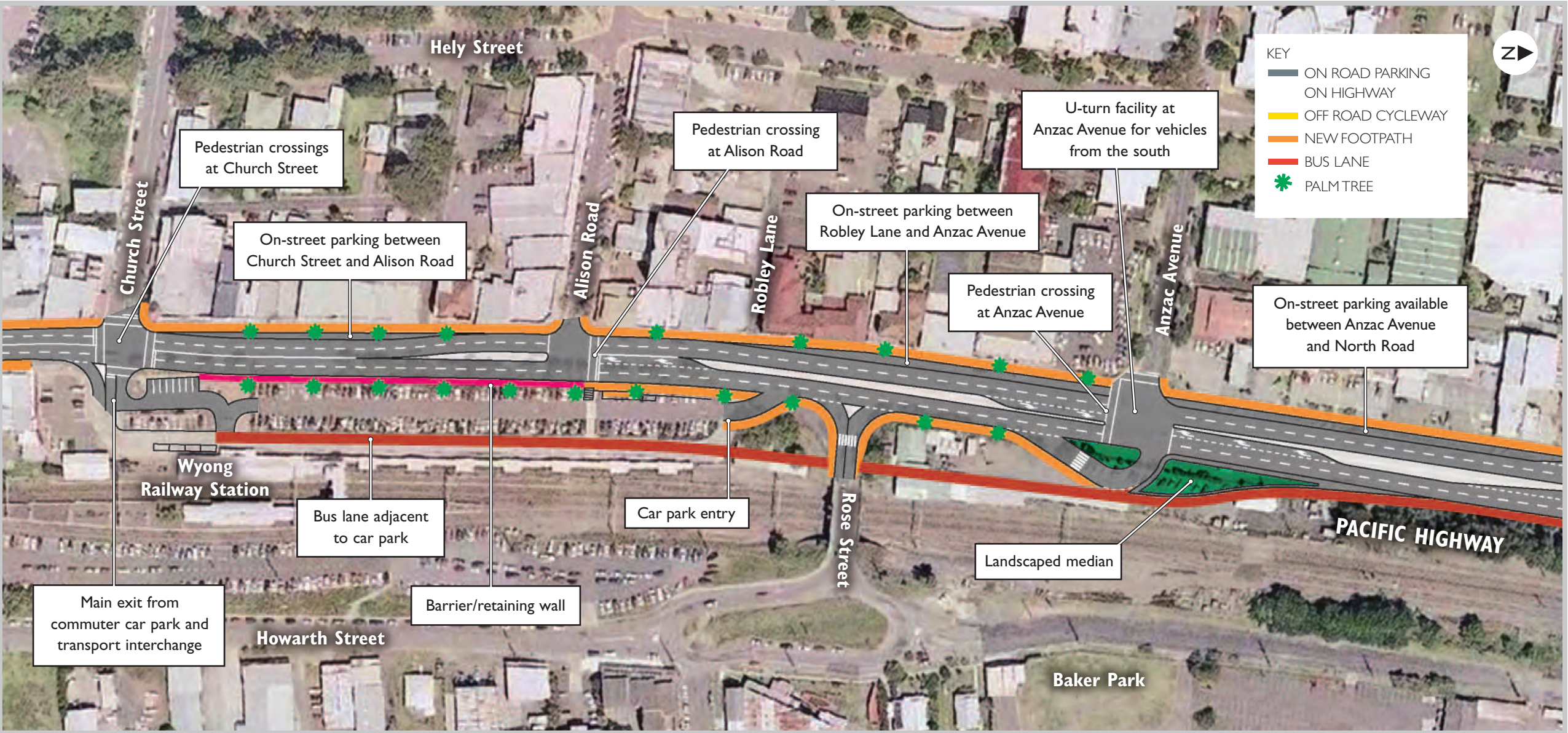
Identifying a preferred option completes the RTA’s investigations and will inform future planning and development of the Wyang town centre.

Pacific Highway, Wyong Preferred option – widen existing carriageway



The preferred option alignment would:

- Allow two through lanes in each direction.
- Retain business and retail exposure to passing traffic.
- Retain parking in the town centre generally on the western side of the highway between Church Street and North Road.
- Remove parking on the eastern side of the Pacific Highway.
- Retain the transport interchange in its current configuration with the loss of some parking in the commuter car park (which would need to be replaced with more parking on the eastern side of the railway station).
- Provide convenient pedestrian crossings across the Pacific Highway between Church Street and Anzac Avenue.
- Allow Church Street and Anzac Avenue traffic to circulate into and out of the township.
- Integrate the existing palm trees into the future town centre design.
- Incorporate the Wyong heritage theme into the the future town centre design.





A New South Wales
Government Initiative



Pacific Highway, Wyong

Options study

COMMUNITY UPDATE
OCTOBER 2006

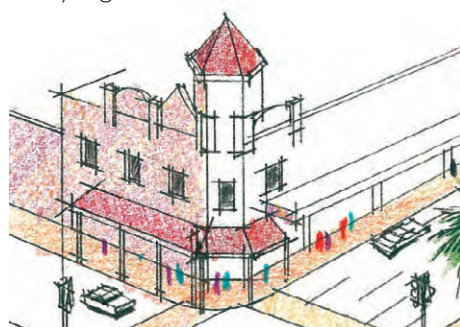
The Roads and Traffic Authority (RTA) is considering options for the Pacific Highway between Tuggerah and Wadalba in the Wyong local government area.

This document provides:

- A description of the western, eastern and central corridors.
- Four options for the central corridor through the township.
- A questionnaire to assist you to have your say.

The RTA has concluded the eastern and western options are not feasible. However, everyone in the community is invited to review this information and provide comments on the options.

All submissions from members of the community and other interested parties will be taken into account in identifying a preferred option for the Pacific Highway at Wyong.



What is this project about?

The RTA considered a range of highway corridors (see map pages 2 and 3) and compared the impacts of three corridors:

- to the west of town
- to the east of town
- through the town centre

The corridors to the east of town and to the west of the town had large impacts. The RTA felt the impacts of these corridors on

- home/property acquisition
- the severance of suburbs
- ecology

were too high to be feasible options. The RTA proposes to discard these corridor options (see map pages 2 and 3 for more information).

The RTA concluded the through town corridor had the least impact on the community and environment. However, this corridor needs further design consideration to reduce the potential impact on town centre amenity.

The RTA prepared four options for how the Pacific Highway could fit with the town centre. It is important the community discuss these and consider how/whether they work (for options see pages 6 and 7).

Questions we want to ask you

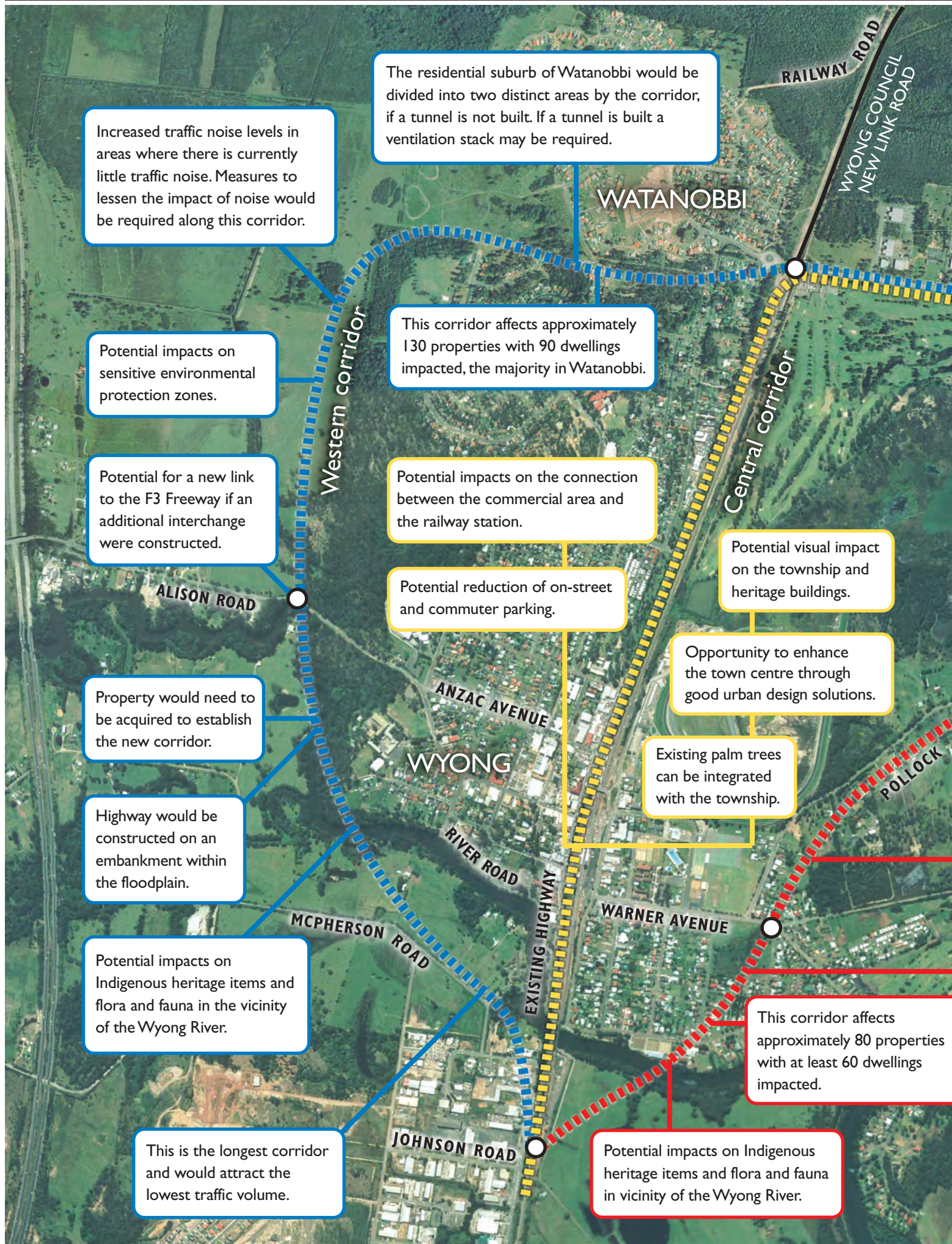
1. Does the community agree that the impacts of the eastern and western corridors are too significant for them to be further considered?
2. Of the four through town options – are there any further issues that need to be considered or addressed?
3. Of the four through town options, what are the good points, what are the bad points?
4. Which option should the RTA proceed with?

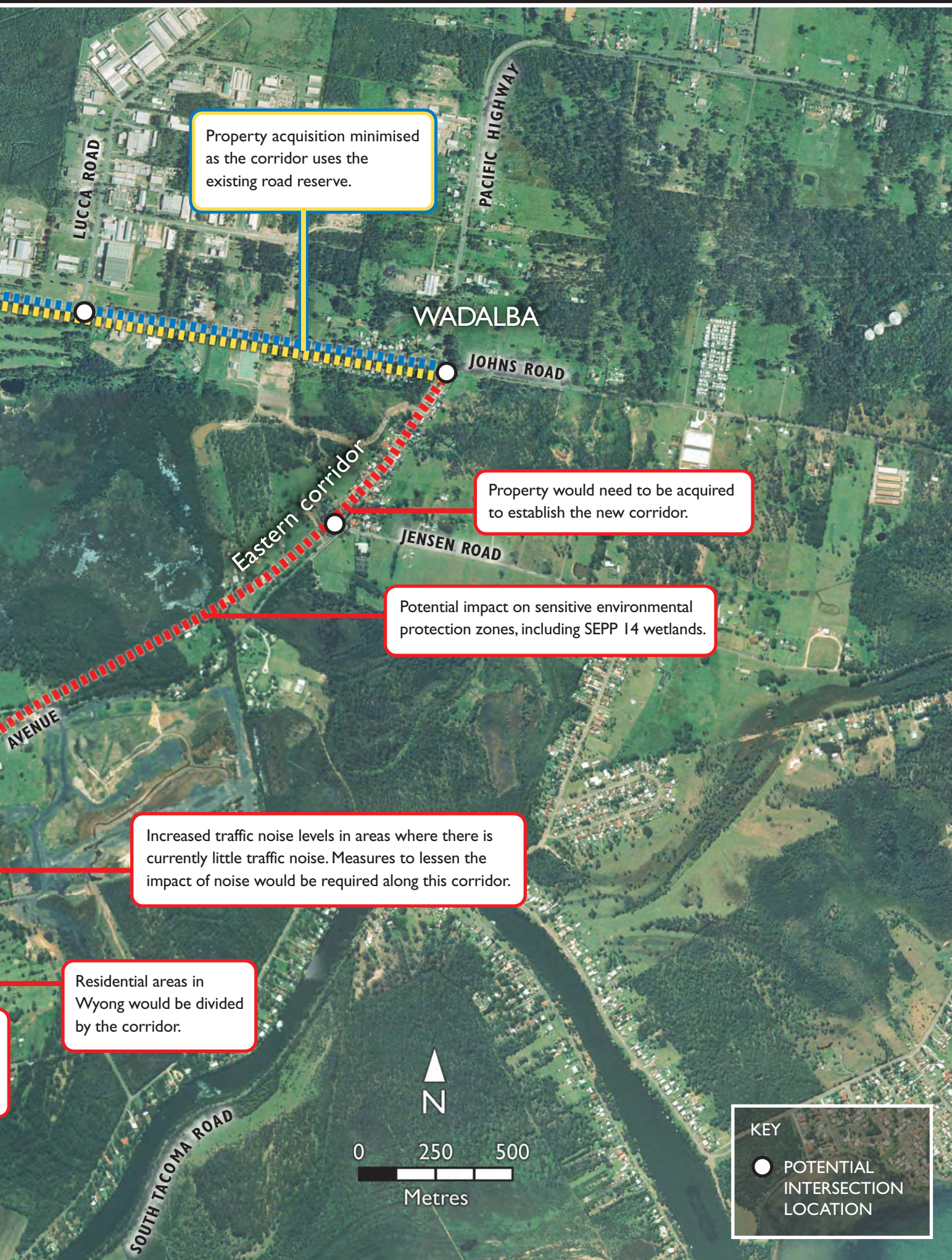
◀ WE ARE
HERE

Further investigations and a final report will be prepared on a preferred option.

Preferred designs will be displayed for community information and final studies conducted.

CORRIDORS CONSIDERED





Facts and figures

Western Corridor

The western corridor is shown in blue.

- A two lane arterial road – with possible future provision for widening to four lanes – and a new bridge over the Wyong River.
- Of the 25,000 vehicles using the Pacific Highway at Wyong each day, approximately two thirds have an origin or destination in Wyong itself. Assuming current traffic volumes only 5,000 vehicles per day would be likely to divert to the western corridor. This is because the travel distance of the western corridor (seven kilometres) is significantly longer than the existing highway. Therefore, much of the future growth in highway traffic could be expected to continue using the existing Pacific Highway corridor.
- Approximately 130 properties (including at least 90 dwellings) would need to be acquired to establish the new corridor.
- There are potential impacts on indigenous heritage items near the Wyong River as well as potential impacts on the Wyong River floodplain.
- Parts of Watanobbi would be severed as the new corridor runs through the centre of Watanobbi, if a tunnel is not built. The direct impacts of a tunnel option would generally be confined to those areas near the tunnel openings, but this option may also require a ventilation stack.
- Pedestrian and cyclist access would be reduced to specific crossing points.

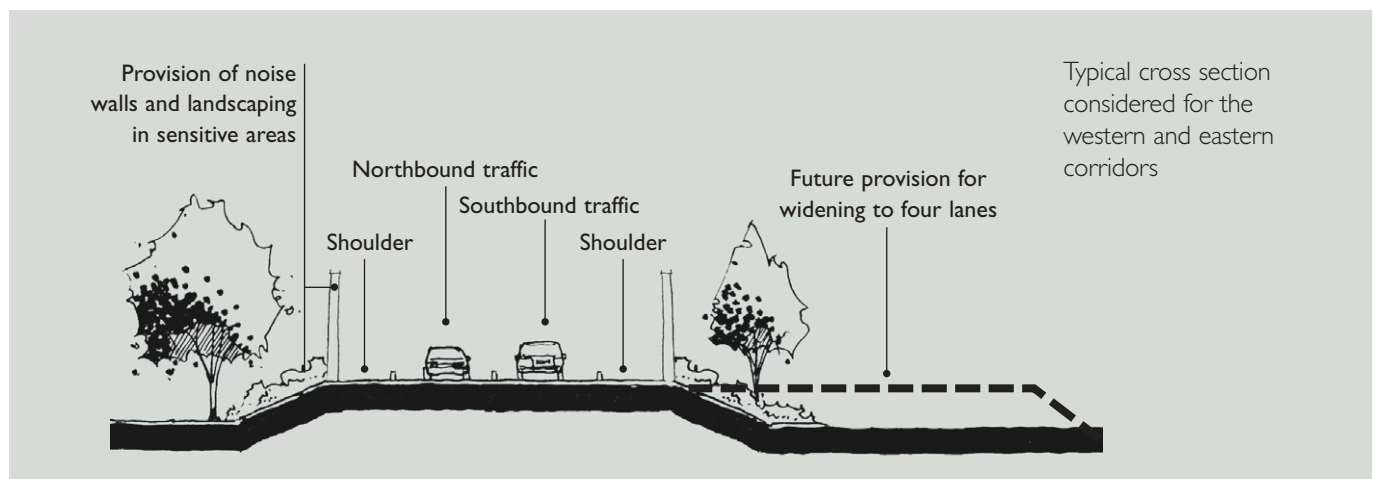
Preliminary cost estimate: \$200 to \$350 million (2006 dollars).

Eastern Corridor

The eastern corridor is shown in red.

- A two lane arterial road – with possible future provision for widening to four lanes – and a new bridge over the Wyong River.
- Of the 25,000 vehicles using the Pacific Highway each day, only 11,000 vehicles would be likely to divert to the eastern corridor. Town centre congestion would return to existing levels within 15 years.
- Traffic using the proposed link between Sparks Road and the Pacific Highway along Railway Road would not use this bypass, but continue to use the existing alignment through the township.
- This corridor has considerable environmental and property impacts, and potential impacts on indigenous heritage items near the Wyong River. It impacts on environmental protection zones, including the SEPP 14 wetlands.
- Approximately 80 properties (including at least 60 dwellings) would need to be acquired to establish the new corridor.
- Parts of Wyong would be severed by this option particularly where the corridor runs through the residential area east of Wyong. Pedestrian and cyclist access would be reduced to specific crossing points.

Preliminary cost estimate: \$150 to \$250 million (2006 dollars).



Central Corridor

The central corridor is shown in yellow.

- This is the RTA's preferred corridor.
- The central corridor uses the existing Pacific Highway through the Wyong town centre. The existing bridge over the Wyong River would be retained with an additional two lane bridge constructed on the western side of the existing bridge.
- The corridor exists with adequate width for most of its length and therefore minimises property acquisition.
- Parking and heritage impacts need to be carefully considered within the township.

Preliminary cost estimate: \$100 to \$200 million (2006 dollars).

Why choose a central corridor?

The eastern and western corridors are not considered to be feasible due to the following issues:

- Low traffic volumes would be attracted to the corridors leaving considerable congestion through the township.
- The social impact of the eastern and western corridors, especially the number of residential dwellings affected, the potential splitting of the residential suburbs (east Wyong and Watanobbi) and the impact of noise on communities.
- Environmental impacts which includes potential indigenous heritage items near the river; impact on wetlands and on the Wyong floodplain.
- High cost and low benefits to the road user.

Options on how to treat the existing highway along the central corridor through the township of Wyong are therefore being further investigated.

Questions for you...

- 1 Does the community agree that the impacts of the eastern and western corridors are too significant for them to be further considered?
- 2 Of the through town options – are there any further issues that need to be considered or addressed?

Central corridor options

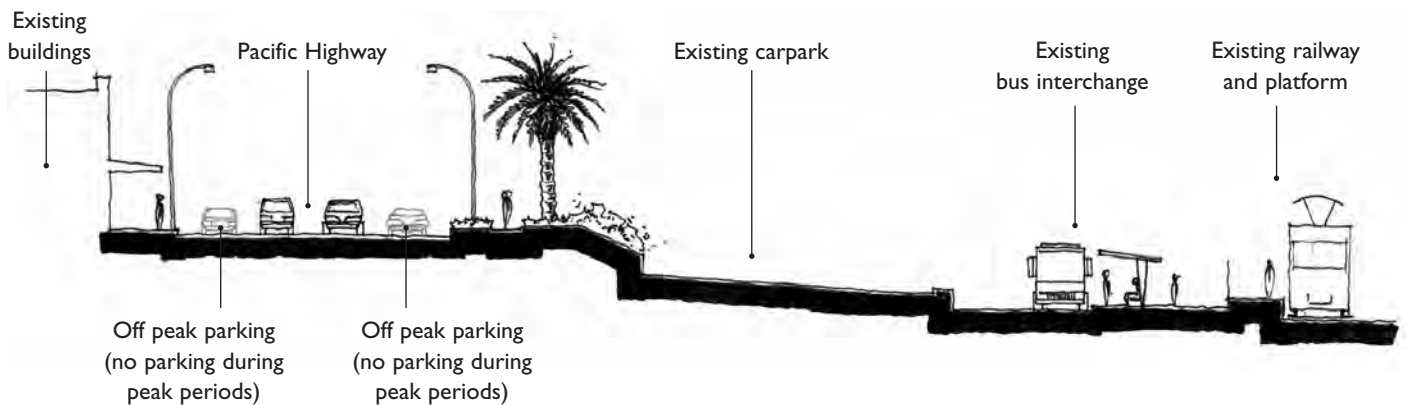
The options have been designed with consideration to:

- Minimise the impact on heritage places.
- Provide useful pedestrian walkways and spaces.
- Provide parking.
- Make sure the town centre is attractive to visitors.

The four different options are presented to stimulate discussion on the future for the Pacific Highway at Wyong.

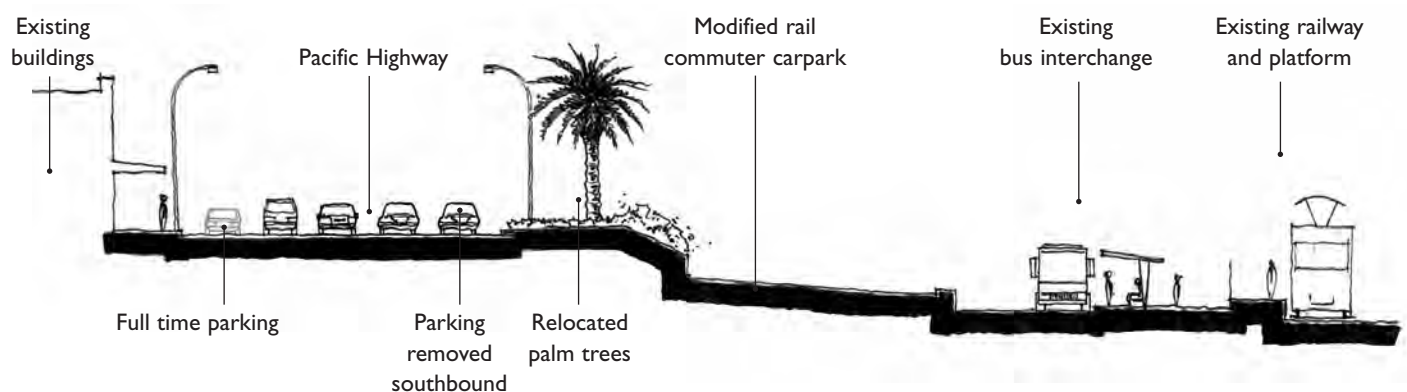
Option 1. Clearway

Clearway parking restrictions would be introduced at peak times to provide the required road capacity for traffic.



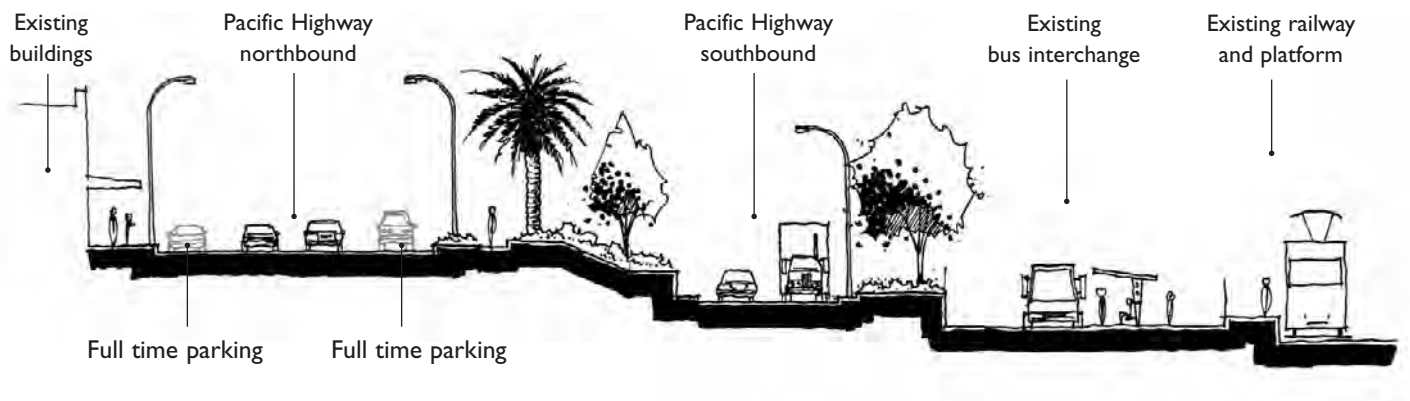
Option 2. Existing alignment

The Pacific Highway would follow the existing alignment. By relocating the palm trees and widening the road, a northbound parking lane could be provided adjacent to the commercial buildings with two through lanes in each direction. Alternative commuter parking would be provided on the eastern side of the railway station.



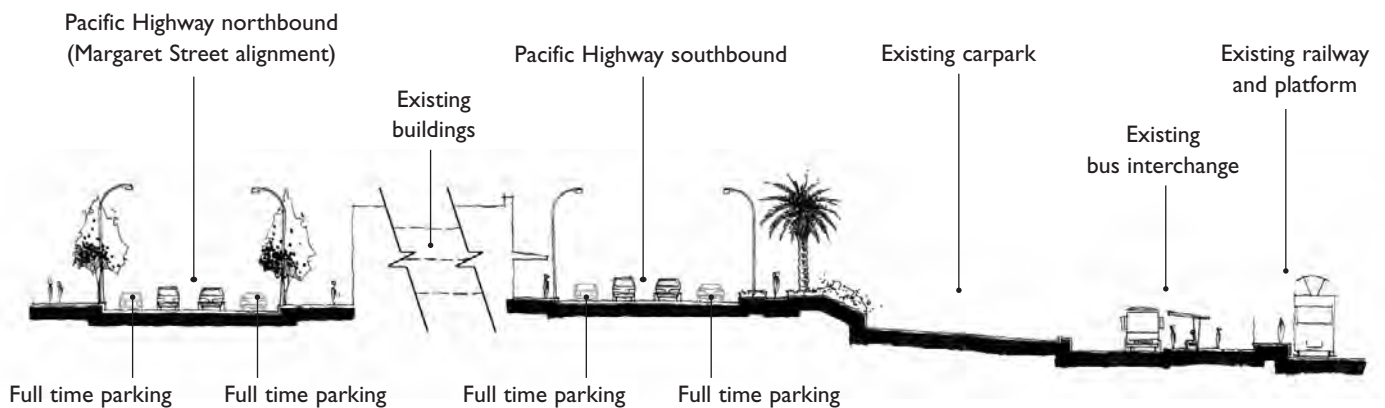
Option 3. Two level road

This option would split the carriageways, with the northbound carriageway retained at the existing level and the southbound carriageway constructed at a lower level through the existing commuter car park. Alternative commuter parking would be provided on the eastern side of the railway station.



Option 4. One-way system through the town centre

The existing highway could become one-way southbound through the town. Northbound traffic would be diverted to one of the parallel streets to the west of the Pacific Highway, such as Margaret Street.



Questions for you...

- 3 Of the four through town options, what are the good points, what are the bad points?
- 4 Which option should the RTA proceed with?

TEAR ALONG DOTTED LINE

Your postcode _____

Optional information

Name _____

Address _____

Suburb _____ Postcode _____ State _____

Telephone number and/or email address: _____

Do you want to be kept informed of the outcome of the study? ☐ Yes ☐ No
If yes make sure you complete sufficient contact information above.

All information included in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent assessment documents unless clear indication is given in the correspondence that all or part of that information is not to be published.

To mail this questionnaire fold along the dotted lines and seal with clear tape.
Mail your completed questionnaire (no stamp required) to the address below.

FOLD HERE FIRST



Delivery Address:
PO Box 766
WOY WOY NSW 2256

No stamp required
if posted in Australia



RTA
CENTRAL COAST
Reply Paid 766
WOY WOY NSW 2256

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Options Pacific Highway, Wyong

Have your say October 2006



The Roads and Traffic Authority (RTA) is considering options for the Pacific Highway between Tuggerah and Wadalba in the Wyong local government area. Your comments on the Pacific Highway options are appreciated. Please complete this short questionnaire and return it by Friday 15 December 2006 (no postage stamp is required).

1. What are your thoughts on the RTA's assessment that the impacts of the eastern and western corridors are too significant for them to be further considered?

2. Of the through town options – are there any further issues that need to be considered or addressed?

3. Of the four through town options, what are the good points, what are the bad points?

4. Which option should the RTA proceed with?

5. Any suggestions to improve these options or any other comments?

* A separate submission is welcome if you do not have enough room here.

Display locations

A display of the options can be viewed at the following locations:

- Wyong Motor Registry
Cnr Anzac Avenue and Hely Street, Wyong
Mon-Fri 8.30am to 5pm, Sat 8.30am to noon
- Wyong Shire Council
16 Hely Street, Wyong
Mon-Fri 8.30am to 4.30pm
- Toukley Motor Registry
325 Main Road, Toukley
Mon-Fri 9am to 5pm
- RTA Central Coast Office
The Pavilion (Upper Level)
29 George Street, Woy Woy
Mon-Fri 9am to 4.30pm

Community workshops

Workshops will commence in November 2006. The aim of these workshops (approximately 2 hours long) will be to consider:

1. Does the community agree that the impacts of the eastern and western corridors are too significant for them to be further considered?
2. Of the through town options – are there any further issues that need to be considered or addressed?
3. Of the four through town options, what are the good points, what are the bad points?
4. Which option should the RTA proceed with?

To register for a community workshop contact the RTA's Woy Woy office on 4379 7001.

Further information

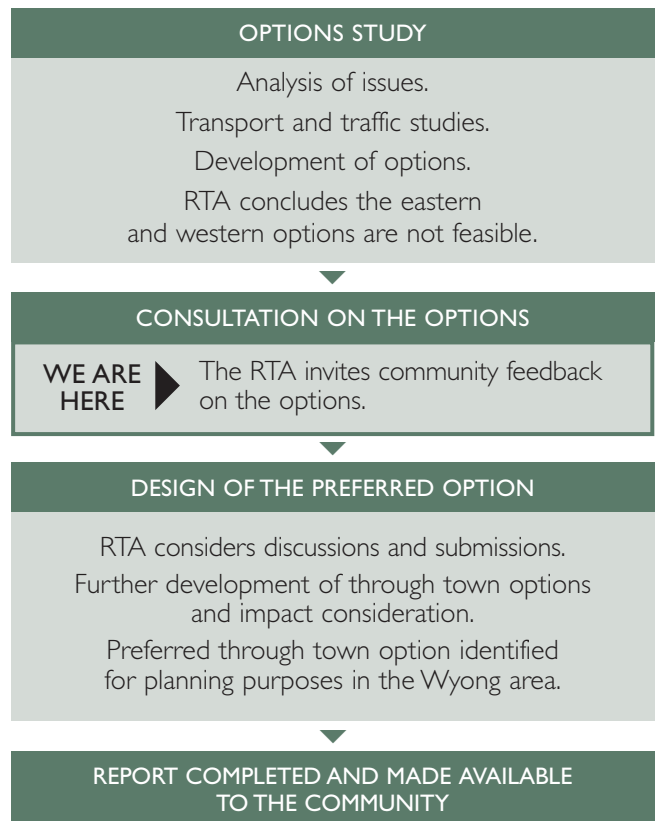
Copies of the Pacific Highway at Wyong Options Study summary is available on the RTA website at www.rta.nsw.gov.au or by contacting the project manager (see contact details at right).

What happens next?

Your review and comment on these options is welcome. The RTA also invites any additional suggestions of ways to alleviate traffic congestion in the Wyong area.

All submissions from members of the community and other interested parties will be taken into account in developing a preferred option for upgrading the Pacific Highway at Wyong. In assessing the options, the RTA recognises the importance of achieving a balance between social, ecological, engineering and cost factors, while continuing to provide for future transport needs.

The development process and opportunities for community input



Have your say

There are several ways to provide your comments or ideas:

- ➔ Send written comments to:
René Burkart
Project Manager
Roads and Traffic Authority, Central Coast Office
PO Box 766
WOY WOY NSW 2256

- ✉ Email comments to: Rene_Burkart@rta.nsw.gov.au

- ☎ Phone the project manager: 02 4379 7001

Comments should be received by Friday 15 December 2006.

All information in representations received may be published in subsequent assessment documents. Where the supplier indicates at the time of supply of information that it should be kept confidential, the RTA will attempt to keep it confidential but there may be legislative or legal justification for the release of the information, for example under the *Freedom of Information Act 1989* or under subpoena or statutory instrument.